

COMMEMORATING THE LIFE OF EDWARD JOSEPH KELLY III

(Ms. JACKSON-LEE of Texas asked and was given permission to address the House for 1 minute.)

Ms. JACKSON-LEE of Texas. Madam Speaker, I rise with a very sad duty today. As the chairwoman of the Transportation Security and Infrastructure Protection Committee on Homeland Security, I rise to pay tribute to the late Edward Joseph Kelly III, who passed away this month.

He was born October 1, 1942, in New York. He joined the Navy and served his country and graduated from the University of Scranton in 1967, and he retired as vice president and controller of Emery Worldwide in 2000.

He truly is an American hero, for after 9/11 he could not sit still. In response to that horrific tragedy, Mr. Kelly left retirement to join the Department of Homeland Security, signing on as the first general manager of the air cargo security for the Federal Transportation Security Administration, whose mission is securing the Nation's transportation network.

Air cargo industry officials have indicated and gone on record to say he transformed the industry. If future airline passengers feel safe about what is carried in the belly of a cargo plane, then they should credit Mr. Kelly. Officials who worked with him said that he was an impeccable professional. He loved this country. Yes, a Navy man. And the president of the Cargo Security Alliance said that he was front and center on this work.

Madam Speaker, his contributions were immeasurable. He is a great American hero. I pay tribute to this distinguished American, Edward Joseph Kelly III. Thank you, and may you rest in peace.

Madam Speaker, I wish to take this time to commemorate the life of a great American, and an outstanding public servant—Edward Joseph Kelly III, who died Saturday at Inova Alexandria Hospital of Legionnaires' pneumonia.

He was born Oct. 1, 1942, in New York, the third child and oldest son of the late Edward and Jessie Cobane Kelly. Mr. Kelly completed service in the Navy before graduating from the University of Scranton in 1967, and retired as vice president and controller of Emery Worldwide in 2000.

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Air cargo industry officials have gone on record saying he had transformed their industry. If future airline passengers feel secure that the commercial cargo in the belly of their flight will not blow up or poison them, they should credit Mr. Kelly, officials said. Walt Beadling, president of the Cargo Security Alliance, a trade group, told reporters "He's been front and center in this work of implementing the plan to secure air cargo." Acting TSA administrator Gale D. Rossides wrote in an e-mail to employees, "Ed's contributions to TSA are immeasurable."

He was responsible for implementing a Federal law that requires screening of all cargo transported by flights originating in the United States by next August. The voluntary system established by Mr. Kelly and his team shifted screening responsibility to shippers before cargo reach airports. TSA certifies shippers and their facilities.

His friendships span the globe. He and his wife, Ann, enjoyed a network of family and friends on many continents and most loved returning home to Lake Ariel and Ireland. He loved the sea and spent his early retirement years traveling by boat from San Francisco, to Newport, R.I. On this trip, he and Ann bravely cruised the Pacific coasts of California, Mexico and Central America, passed through the Panama Canal into the Atlantic and crossed the Caribbean Sea.

He is survived by his wife and three sons, Edward IV and wife, Sasithorn, Bangkok, Thailand; Packy and wife, Robyn, Redwood Shores, Calif.; and Daniel and wife, Crissy, Fairfield, Conn.; three sisters, Maureen Kelly Dufour, Kathleen Kelly Hoban and Rosemary Kelly Morgan; three grandchildren, Devin, Mairead and Catherine; several nieces and nephews.

That is why I stand here today—to offer my condolences to Mr. Kelly's family, and gratitude for his public service.

DEBT CEILING

(Ms. GINNY BROWN-WAITE of Florida asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. GINNY BROWN-WAITE of Florida. Madam Speaker, it is a darn good thing that the credit reporting agencies don't factor in each American's share of the national debt when they calculate an individual's credit scores. If the agencies did, there would be quite a few otherwise-eligible borrowers who couldn't get a mortgage or a car loan.

Think about that. I wonder why they don't include the national debt? Perhaps it's because no one seems to think it's real. Madam Speaker, it is real.

Last year, America spent \$250 billion in interest payments alone, \$250 billion. That's \$250 billion a year we cannot invest in America's future. Yet, in spite of this situation, Congress is preparing to increase the debt again by another \$1.8 trillion. Attaching it to a must-pass Defense bill holds our troops hostage. And it might be convenient politics, but our country deserves much better.

Congress should use the TARP returns to pay down the debt and redirect the failed stimulus money to tax reforms that actually work. Wouldn't that be unique?

GLOBAL WARMING

(Mr. QUIGLEY asked and was given permission to address the House for 1 minute.)

Mr. QUIGLEY. Madam Speaker, coal miners used to keep a canary with them to let them know when the air was getting dangerous. Today, we have

much more sophisticated measurements, but the concept is still the same: The canary is dying.

Over 200 peer-reviewed studies have concluded that global warming is real and potentially catastrophic. No scientific peer-reviewed studies have found the opposite. None. But some of my colleagues have seized on a few illegally hacked e-mails to convince themselves that the little bird is fine. Well, that must be comforting, except it ignores the nasty case of asthma from increased emissions and the tiny bits of soot that thicken the canary's blood and boost harmful inflammation.

Watching my colleagues hold the canary like Monty Python's dead parrot would be funny if it were just an imaginary bird, but it's not a canary we're killing with increased emissions. It's our children.

And that's the way it will always be.

BREAST CANCER AWARENESS

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Madam Speaker, breast cancer mammograms have been in the news with concern for Federal Government guidelines on who should have a mammogram and at what age.

More relevant is the fact that breast cancer is the most common cancer among American women next to skin cancers. The American Cancer Society estimates that 40,170 women will die from breast cancer in 2009.

As daunting as that figure is, there is another figure that tells the story. At this time, there are more than 2.5 million breast cancer survivors in the United States.

Death rates from breast cancer have been declining since about 1990. The decreases are believed to be the result of earlier detection through screening and increased awareness, as well as improved treatment.

Guidelines are simply that. Every woman should talk to her physician about her past history and current health to determine the frequency of mammogram exams.

This disease touches us all. I doubt there is anyone here who doesn't have a relative who has suffered from breast cancer. In this season of giving, encourage your loved ones to talk to their physicians and have screening tests as often as they suggest. It will save lives.

WHITE HOUSE CONSIDERS BUSINESSES THE ENEMY

(Mr. SMITH of Texas asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SMITH of Texas. Madam Speaker, the White House considers business owners the opposition, but don't take my word for it. In his autobiography,